

CENTRAL INTELLIGENCE AGENCY

REPORT NO.

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COUNTRY USSR (Leningrad Oblast)

DATE DISTR. 7 Apr 1950

SUBJECT Red October Plant and Flugov
Plant in Leningrad
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**SUPPLEMEN
REPORT NO.**

August 1947 to November 1948

1. Red October Plant No 466

- a. Manufacture of electric motors of 20 HP.

b. Trial runs of turbojet-power units. Power units; diameter 20 to 24 inches; length about 8 feet; cigar-shaped, (own observation). Running time two hours, then two hours rest, day and night.

- ## 2. Flugov Plant

- a. Work of Phs. Pan (ventilator) wheels for electromotors, shipped to Plant No 466.

b. Work of Soviets (own observation): Blade wheels: diameter about 20 inches, about 30 to 50 small turbine blades at outer edge. Once, on a test stand, a comparatively long shaft was observed, on which five wheels, as described above, were fitted. Source only remembered that the two outermost wheels were the smallest, the third wheel the largest.

- c. Covered jet-power units were loaded separately on a Studebaker truck. The same truck was later seen in Plant No 486 near a test stand.

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2. Soviets said that jet-power units were built in Plant No 466.

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The finished engines would be sent to the Flugov Plant.

5. Test stands worked day and night at intervals of about 1 to 1½ hours. Truck traffic with other places was observed.
6. Construction work on sheds and buildings was finished. Two test stands were on the south side of southernmost of the three large sheds and 10 or more were under construction.

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March 1948 to May 1949

7. Two test stands were finished and in operation; two finished but not working. Ten others were under construction. Expected to be ready in July 1949.
8. Turbojet power units were tested; Soviets said they were duplicates of US-types.
9. German experts, 10 to 15 men, who were working on test stands, lived near plant.
10. Red October Plant and Flugov Plant operated jointly. The name of Flugov was Rv slang derived from Flyugov Road. Soviets said this plant was also called Red October.

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11. Construction work was completed except for a few inside installations.
12. Two turbo-jet power unit test stands were working, others being built. The so-called "old test stand" had been installed for testing E-motors.
13. Three shifts, 1,000 to 1,500 persons, 70 percent women.
14. Nearly all buildings were off-limits to PWs. Electro-motors were still manufactured in one of the workshops as late as April 1949.

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